FIND SHORTAGE OF $200,000.

Bank Examiners Declare That Cashier Who Committed Suicide Speculated Heavily in Stocks.

REPUBLIC SPECIAL.

New York, Jan. 1.—State Bank Examiner A. C. Judson continued the examination of the books of the Bank of Stapleton, Staten Island, to-day. According to the Examiner, a shortage of about $200,000 has been found in bonds and securities, assets of the bank, which Cashier Otto Ahlmann, who practically owned it, failed to turn over to Mr. Judson before he killed himself on Wednesday night. Mr. Judson said to-day:

"Our examination will not be completed for several days. Up to the present time all that appears to be missing is $180,000 market value of good bonds. The failure to turn over these bonds was probably the cause of Mr. Ahlmann's suicide."

Mr. Judson added that there were evidences of speculation by Mr. Ahlmann. It is believed by friends of Ahlmann that infatuation for Miss Nielson, a beautiful and wealthy young woman, 26 years old, who did not return his love, was partly responsible for Ahlmann's self-destruction.

He was 55 years of age, and it was because of this disparity in age that the young woman would not marry him.

SEVERED JUGULAR VEIN.

City Hospital Physicians Believe Allen Will Die.

William H. Allen is in the City Hospital and B. Patton, his brother-in-law, is at the Fourth District Police Station, as a result of a family quarrel.

The quarrel occurred at the Allen residence, No. 906 North Eleventh street. Allen was stabbed several times in the carotid artery and the jugular vein being cut, and his injuries are considered fatal by the City Hospital physicians.

After the cutting Allen was taken to the office of Doctor Herman G. Grasby, No. 1117 Franklin avenue, where the wounds were temporarily dressed.

WILL APPLY FOR WARRANT.

Mamie Brop Says Henry Stueshee Snatched Her Watch.

Henry Stueshee, a driver, identified as the man who snatched a watch from the breast of Miss Mamie Brop of No. 923 Market street, Thursday evening, is held at the Central District Station pending the issuance of a warrant for which Miss Brop says she will apply to-day. The watch is valued at $35.

Miss Brop told the police that as she was leaving the Vienna bakery, where she had gone to buy bread and cakes, she encountered Stueshee in the doorway. She says he grabbed her watch and ran away. Stueshee denies Miss Brop's statement. He gave his address as No. 2112 Blair avenue.

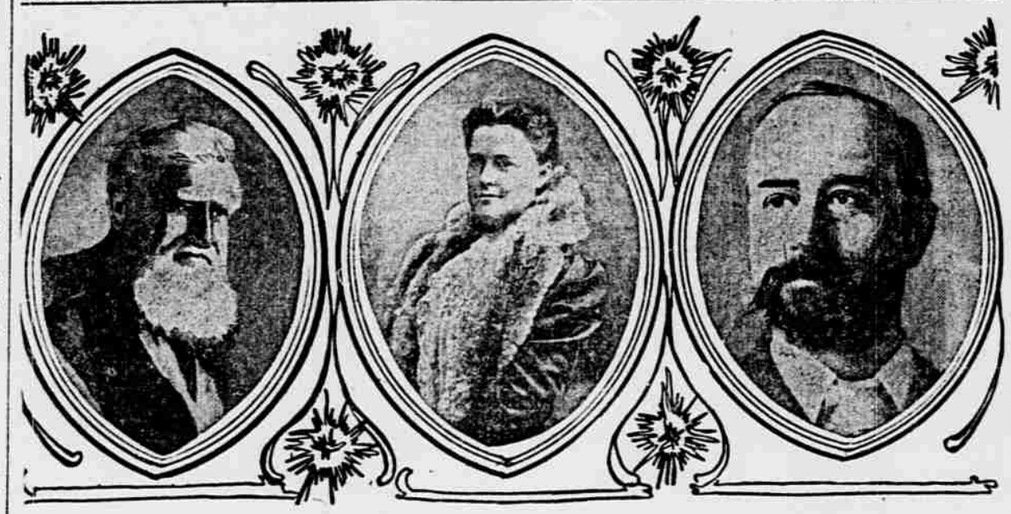
The Occult.

Why does a fickle beauty smile one day
And the next be unrelenting and severe?
In sooth you might as well
Inquire why flowers blossom sweet in May,
And why the winter sky is chill and drear,
'Tis something none can tell.
—Washington Star.

Blessings of Old Age.

"I am old," said the man, as he shook his gray locks;
"I am old and quite feeble and weak;
When I talk to myself I ne'er make a reply,
For I'm deaf and can't hear myself speak."
—Columbus Jester.

ABOUT BOOKS AND THE PEOPLE WHO WRITE THEM.



ALFRED RUSSEL WALLACE, Author of "Man's Place in the Universe."

RUTH OGDEN (MRS. CHAS. W. IDE), Author of "Friendship: The Good and Perfect Gift."

MR. ARTHUR W. MARCHMONT, Author of "When I Was Czar."

BRIGHT OUTLOOK.

In the realm of books the holidays constitute as great an event as in other spheres of mundane activity; inded, to judge from the voluminous outpourings from the publishers as the holidays approach, the calendar of the publishing world is balanced upon that season. During the past year and especially the late fall and winter, conditions have been auspicious for the makers of books, the writers and the printers. The public has been a devoted patron of the art of arts and upon the whole it has been well served.

Now we anxiously turn our eyes toward spring, the season of promise in literature, as in everything else. What shall we have of our poets and prosists? What volumes are now preparing in the brains of scribes? What shall we have of our Howellses, Kiplings, Langs; of the whole motley crew—Phillipses, Woodses, and the various poetasters, the romancers, the Tarkingtons and Wisters and Lewises, the historians, biographers, the essayists, humorists, rhymers, riddlers and all the rest of them? Undoubtedly there be things brewing in the way of letters. The writers' community is the busiest of all. Already there come intimations that so-and-so is engaged upon a work. For instance, we know that Hall Caine has gone to Iceland for local color. And the ever-obliging publishers give us hints of great projects to be undertaken by their pet proteges.

An encouraging sign is the very good health which prevails generally with the craft. So far as we know, there is very little writer's cramp. Doctor Cyrus Townsend Brady is doing nicely. Anyhow, writer's cramp has ceased to be such an obstacle as formerly, when there were but few stenographers and no phonographs. Caroline Wells, Guy Wetmore Carryll and Henry James are vigorous. John Kendrick Bangs and Wilberforce Jenkins are enjoying an equal degree of good health. Winston Churchill, Henry Blossom, Jr., Speed Mosby and Commodore Rollingpin are in fine fettle. Ernest Seton Thompson and Doctor Conan Doyle, William Elroy Curtis and Phil Payne are in excellent form. Upon the whole, prospects for the New Year seem bright, indeed.

"TUCKAHOE."

Prefaces are not always interesting or entertaining. The following preface to Joseph William Eggleston's novel, "Tuckahoe," an old-fashioned story of "Ole Virginny," is of more than superficial interest, briefly and graphically sketching, from one viewpoint, a phase of American life, and being especially worthy of attention in that it deals with a popular misconception concerning early immigration:

"An American people who, in the middle of the Nineteenth Century, opposed all ideas of progress were of necessity an old-fashioned people. They were fifty years behind their times, and proud of it. Whatever of customs and ideas had the sanction of the two preceding generations was to them sacred and not to be questioned. Railroads were deplored. They were modern and democratic, hence very objectionable. To argue that the decimal system was simpler that the 'two-and-threpence' and "seven and six-pence" was in Virginia no convincing argument at all. Had not their fathers and grandfathers been content with the Virginian system? Besides, it was entirely a local one. Nowhere else in the world was a shilling 16 2-3 cents, or the same as a Spanish pistereen. If the old Spanish coins, obtained, perhaps, in early Colonial trade with pirates, were nearly all gone, what difference did that make? Would a Virginian be so mean as to refuse to accept an American dime for nine-pence? Of course not.

"Modern literature was despised. Hawthorne, Longfellow and Emerson were considered, at best, half-educated Yankees. Shakespeare, Dryden, or, if you must tolerate modern authors, Dickens, Scott and Byron were amply sufficient. The Greek and Latin classics were as familiarly quoted as was the Bible.

"The Virginians east of the Blue Ridge were called "Tuckahoes," and those west, "Cohees"—why, antiquarians do not know. The region east of the Blue Ridge was peopled almost exclusively by English immigration and was under the domination of the descendants of the birth-proud Cavaliers. The Valley of Virginia was filled with a hardy, stalwart people of Dutch origin, coming down from Pennsylvania, together with a considerable number of Scotch-Irish. Both of these latter peoples were practically one in religion and sympathy. The antagonism in early Colonial days was very natural between them and the Church of England aristocrats east of the Blue Ridge. Cohees and Tuckahoes were never fused into one people until after they had fought side by side for their common liberty. At the date of this story nothing of this old feud remained but the appellations each used toward the other.

"I have appended below a table of Virginian values in Federal money. I do not think one exists elsewhere in literature:

Fourpence-half-penny, or "fo'-pence-'a-penny"	.06¼
Ninepence	.12½
Shilling	.16 2-3
Eighteenpence	.25
Two-an'-threp-pence	.37½
Three-an'-nine-pence	.62½
Four-an'-sixpence	.75
Seven-an'-sixpence	1.25
Nine shillings	1.50

"The Virginian pound was, of course, 20 shillings, but as there was no coin or bill of that denomination the term was never used. The only exception to this was that until 1850 the Code of Virginia stated the Governor's salary to be "one thousand pounds." He drew 3,333 33-100 American dollars."

"Tuckahoe" sets forth an enlivening romance with simplicity and good taste. It is published by the Neale Publishing Company.

STORIES ABOUT HERBERT SPENCER

Mr. George Iles, in a personal article on Herbert Spencer in The Outlook, tells these characteristic anecdotes:

"When the philosopher visited America in 1882, he was in his sixty-third year. His fair, ruddy complexion gave little token of delicate health, or of the sleeplessness which had afflicted him since 1855, when he completed the 'Principles of Psychology.' In frame he was rather tall and spare. To casual acquaintances his manners were cold and formal, to his friends he was cordial, and on occasions he could be downright jovial, telling and listening to humorous stories with unbounded glee. From his habit of dictating to an amanuensis he had come to talking 'like a book'; most of his sentences might well have been printed just as they fell from his lips. Once in my hearing a friend who had not seen him for years congratulated him on his good health, as evidenced by his rosy cheeks. 'Do not,' said he, 'confuse complete with incomplete relation. Because some healthy people are ruddy, all ruddy people are considered healthy; whereas, a red complexion may denote a flabby vascular system.' A fair specimen, this, of how he might at any moment drop into generalization. When he was in the critical mood, the schoolmaster in his blood came out plainly, his long, bony hand raised in objurgation seemed ready to wield a ferule, whereat I ever rejoiced that I had learned my rule-of-three under other auspices.

"He was a very 'set' man. At Montreal I told him that the view from the summit of Mount Royal commands superb stretches of the St. Lawrence and Ottawa valleys. But the view from half-way up the acclivity contented Mr. Spencer. He had found views thus restricted more pleasing than wider vistas, and not one step further would he budge, although twice invited. Not far away a costly mansion was being finished for a multimillionaire, whose fortune had been won with little scruple. When it was suggested that his carriage should pass this mansion, he was indignant. 'It is largely,' he said, 'the admiring the ostentation of such men that makes them possible. Baron Grant, the fraudulent speculator, sent me an invitation for the inaugural of Leicester Square, his gift to London. Before a party of friends I tore the card in pieces. Such men as Grant try to compensate for robbing Peter by giving Paul what they do not owe him.'"

JOHN MORLEY'S RETICENCE AS BIOGRAPHER.

By Herbert W. Horwill in the January-March Forum.

Scarcely any prominent man of the day but is beset by the impertinent curiosity of a public which is more zealous to be told what he eats and drinks and wears than to read his books or understand his philosophy or profit by the example of his career. As might have been expected from a writer conscious of the respect due to his master and to himself, Mr. Morley does not lower the dignity of his work by any concession to the love of mere gossip. Incidentally, of course, the extracts from letters and diaries reveal items of personal interest—some of these entries, for instance, shatter the legend that Mr. Gladstone never suffered from sleeplessness—but Mr. Morley keeps the door of Hawarden Castle with as much firmness and discretion as that of the council room at Downing street. If we are permitted to read how the Glynne estate was freed from its incumbrances, it is not because the biographer admits that we have a right to know "everything about Mr. Gladstone," but because of the light cast by this incident upon his character, and the value of this financial struggle as a preparatory discipline for his later tasks at the exchequer office.

Indeed, Mr. Morley's treatment of the home life of his subject is one of the most admirable features of the whole book. Enough is told to suggest a domestic interior of rare kindliness and charm, but any newspaper reporter would lose his post if he came back from an interview with so meager a supply of personal details. Readers of the illustrated press during the last years of Mr. Gladstone's life will be amazed to learn that the biography does not contain even a single mention of Dorothy Drew. Perhaps in this the exclusion was unduly severe, for the pictures of the old man with his little granddaughter on his knee appealed to a sentiment that was far from maudlin, and in addition to their intrinsic interest were of value as revealing a tenderness of disposition not always found in combination with so dominant a strength.

It is scarcely less surprising to find how little is related of Mr. Gladstone's children. Mr. Herbert Gladstone's entrance into Parliament is, of course, noted; but such notice was inevitable because of its connection with his father's election for Leeds. Of his subsequent appointment as a member of the Government and his services as Liberal whip absolutely nothing is told. If the index may be trusted—and a remarkably elaborate index it is—the biography is entirely silent concerning Mr. Gladstone's eldest daughter, although she was for many years vice principal of Newham College, Cambridge, and has in other ways gained distinction for her contributions to educational progress. With a discretion none too common in biographers, Mr. Morley everywhere remembers that he is writing a life of William Ewart Gladstone, and not a history of the Gladstone family. This reserve, again, while occasionally disappointing, is a wholesome protest against the tendency to claim as the possession of the public not only statesmen themselves, but all their kith and kin.

ABOUT WRITERS.

The first published literary effort of Jack London appeared in the Oakland High School Aegis of the date of January 18, 1895. It was entitled "Bonin Island, An Incident of the Sealing Fleet of '93," and was made the leading article of the school periodical by the enthusiastic schoolboy editor. A typical schoolboy's article was this. It began:

"How many beautiful unfrequented spots there are that are practically unknown and unheard of; unknown and unheard of, not only by that great class, the stay-at-home people, but by the wandering sightseer.

"Full many a flower is born to blush unseen,
And waste its sweetness on the desert air."
—From the San Francisco Call.

The author of "Evelina" is of those who have been remembered as much for what they were as for what they did. Mr. Austin Dobson has wisely chosen to give the first place in his biography of "Little Burney," not to her works, but to their author. As a result, this latest addition to the English Men of Letters Series presents a pleasant portrait of the shy, retiring, "sensible" and ambitious creature that was Fanny Burney.

Sherwin Cody, on "Culture," in the January Housekeeper: Language and literature are the basis of culture. No one will deny that. The world judges our social standing by the way in which we speak, the way in which we write letters, quite as much as by our clothes. If we can talk like an educated person, we are at once supposed to be such. I know a bright young Englishwoman who has read widely and thoughtfully, and has studied good English consistently for six or seven years. Now, though she had but the merest common school education and a few years ago her husband lived in mortal fear that she would make some egregious blunder that would disgrace his professional reputation, she is almost invariably taken by those who know her but little for a Girton graduate—and Girton has a higher standing as a college in England than Vassar or Smith or Wellesley in this country. The mere home study of language and literature in conjunction with household duties and the care of children has wrought this marvelous transformation.

The future of American culture depends on the women. They alone have the leisure for it. Almost every woman has, or can have, a few hours a day for reading and study, or for cultivating the art of conversation, or letter writing, or story writing. If she would do the simple and natural and easy thing, study her own language, learn to write and speak well and think well, instead of joining a club for the study of Greek art, or English politics, or the social condition in Greenland, she would accomplish wonders for American refinement and the richness and livableness of our national life.

Books Received.

"Omar and Fitzgerald and Other Poems." By John J. Jury. Published by the Whitaker & Ray Company, San Francisco. Price, $1.25.

"The Bay Psalm Book." Being a facsimile reprint of the first edition, printed by Stephen Daye at Cambridge, in New England, in 1640. With an introduction by Wilberforce Eames. Published by Dodd, Mead & Co., New York.

"Tuckahoe," by Joseph William Eggleston.

Changes on the Southern.

REPUBLIC SPECIAL.

Washington, Jan. 1.—A number of important changes were announced by the Southern Railroad this morning. C. S. McManus, who has been general superintendent of the Western division, with headquarters at Birmingham for several years, has been promoted and made general superintendent of both the Western and Eastern districts, with headquarters at Greensborough, N. C.

M. M. Richey has been appointed assistant to the general superintendent, with headquarters at Birmingham.

J. J. Cotter has been appointed superintendent of the Birmingham division, and F. J. Eagan has been appointed superintendent of the Mobile division in place of Mr. Cotter, who was promoted.

S. J. Collins, who was superintendent of the Eastern district, has resigned from the Southern system.

New Frisco Service.

REPUBLIC SPECIAL.

Hope, Ark., Jan. 1.—The Frisco inaugurated their passenger service to-day, Hope to Ashdown and Ardmore. Trains will be mixed for a while. This gives Hope four railroads and makes it an important point.

P. Koch Promoted.

Effective January 1, P. Koch is appointed soliciting freight agent of the Mobile and Ohio Railroad Company, with headquarters at No. 120 North Seventh street.

FOLLOW EACH OTHER TO GRAVE.

Willis Wright Last of Three Brothers to Die in Ten Days.

REPUBLIC SPECIAL.

Carbondale, Ill., Jan. 1.—Willis Wright died in this city to-day of pneumonia, aged 41 years.

He was the last of three brothers, all of whom have died in the last ten days.

MRS. ELIZA LOWDER.

Mattoon, Ill., Jan. 1.—Mrs. Eliza Lowder, 80 years old, died this morning.

MRS. MATILDE WOODS.

Mattoon, Ill., Jan. 1.—Mrs. Matilde Woods, 82 years old, died yesterday.

IRA C. ADAMS.

Herrin, Ill., Jan. 1.—Ira C. Adams died this morning from injuries received in the mines a few days ago.

MISS BESSIE ANDERSON.

Mattoon, Ill., Jan. 1.—Miss Bessie Anderson was buried here to-day.

MRS. JANE WHITESIDE.

Whitehall, Ill., Jan. 1.—Mrs. Jane Whiteside, widow of the late Judge J. T. Whiteside, died at her home yesterday. She was born in Kentucky in 1814 and came to this county in 1830. The only surviving child is Mrs. Seth Griswold.

JOHN P. NEWMAN.

Cincinnati, Jan. 1.—John P. Newman of Dayton, Ky., a prominent Democratic leader, who was to have gone on the bench next Monday at Newport, Ky., as Circuit Judge, died to-day.

WILLIAM BROWNING.

Conway, Ark., Jan. 1.—William Browning, an octegenarian and ex-Confederate soldier, died at his home near here to-day of pneumonia.

HENRY MAUR, SR.

Evansville, Ind., Jan. 1.—Henry Maur, Sr., 64 years old, one of the wealthiest land owners of Warrick County, died to-day near Degonia Springs. He was the father of William Maur, editor of the Free Press at Crown Point, Ind.

S. SHIPLEY.

Terrell, Tex., Jan. 1.—S. Shipley died near here to-day of pneumonia, aged 41 years.

Fire at Antlers, I. T.

REPUBLIC SPECIAL.

Antlers, I. T., Jan. 1.—Fire was discovered in a drug store this morning, and before it was checked destroyed the building and contents. It then communicated to the adjoining building and wiped out the block. The losses are partly covered by insurance.

RAILWAY EXPERTS REVIEW SITUATION

Optimistic Replies Made by Chief Executives of Large Systems to Pertinent Questions.

REPUBLIC SPECIAL.

New York, Jan. 1.—From men who control and operate the railroads of the country The Republic sought opinions of various phases of the transportation situation. Representative men in various branches of the American railway industry were asked to reply to the following questions:

1. What, in your judgment, has been the most encouraging feature in the railway transportation industry during the present year?

2. In your judgment, have results justified the recent heavy expenditures for acquisitions, improvements and betterments?

3. Do you believe that earnings have reached the maximum on the present movement, and what will be the tendency in gross and net earnings in 1904?

4. Do you consider the labor situation the chief problem of the near future, and, in your judgment, how can its solution best be worked out?

5. How can operating expenses best be reduced to meet possible decreased traffic and lower rates, and would a wage reduction, in your opinion, result in serious labor disturbances?

The following are the replies:

B. F. YOAKUM.

B. F. Yoakum, president of the St. Louis and San Francisco Railroad:

"The business of the Southwestern lines has been good and the outlook is encouraging for the next fiscal year.

"The expenditures made by the railroads in improving their physical condition, rolling stock, terminals, etc., will enable them to show better net results from this time on.

"The lines traversing the Southwest territory should, and I think will, show increases in gross and net earnings for the fiscal year ending June 30, 1904. They will enjoy good business and have the advantage of improved facilities.

"The general labor situation in connection with the transportation companies is, I think, adjusted for the time being upon a basis that will not be disturbed by either an increased or decreased scale for some time to come."

PRESIDENT JOSEPH RAMSEY.

By Joseph Ramsey, Jr., president of the Wabash Railroad:

First—"It is hard to select the most important one or one having the greatest effect on transportation. I think I would say the increase in wages.

Second—"Yes, and will show their value in future net earnings.

Third—"Yes, in general a decrease in gross, but not in net.

Fourth—"I think the railroad labor fever reached its height this summer, and that for the year 1904 it will rest quiet in railroad lines.

Fifth—"Decrease in tonnage begins decrease in train mileage in number of employes, in fuel used, in repairs to equipment and soforth, which, to a certain extent, meet reductions in earnings. Decreases in tariffs produce less earnings for the same tonnage."

M. E. INGALLS.

By M. E. Ingalls, president of the C., C., C. & St. L. R.

"I would say that the justification for the present heavy expenditures on railroads will be found in future operation. It is too soon to judge, but it seems to me that the gross earnings have reached the maximum, and the net, as well, will slowly decline.

"It will be difficult to get the price of labor down, but the cost of supplies ought to diminish after the new year, and if the present freight rates can be held there will be a profitable season for railroads."

PRESIDENT SPENCER.

By Samuel Spencer, president of the Southern Railway:

First—"The growth of local industries.

Second—"In general, yes.

Third—"It is impossible to prophesy with accuracy. Gross earnings still continue to increase, but, of course, the recent high ratio of increase cannot be maintained.

"Net results should improve, and would do so quite certainly but for the high prices for labor and materials."

Muscogee Southern Sold.

REPUBLIC SPECIAL.

Muscogee, I. T., Jan. 1.—Teelgrams were received to-night from William J. Kenefick, president of the Muscogee Southern, a new line from Muscogee to Fort Smith, stating that the road had been sold to the Midland Valley. The Midland Valley is a new road now building out of Fort Smith northwesterly and southeasterly from Wichita. Its final destination will be a trunk line from New Orleans to Denver with several branches in Arkansas.

Goulds Buy Pine Bluff Line.

LaCrosse, Wis., Jan. 1.—W. W. Cargill announced to-day that the sale of the Pine Bluff and Western Railroad to the Gould interests went into effect yesterday. The road is forty-two miles long and runs from Pine Bluff to Benton, Ark. It was reported some time ago that the road had been sold to the Rock Island system.

CHURCH SOCIETIES HOLD RECEPTIONS

Central Branch of Young Men's Christian Association Keeps Open House.

The Central Branch of the Young Men's Christian Association kept open house yesterday afternoon and evening, and many availed themselves of the opportunity to extend New Year's greetings to friends.

The rooms were tastefully decorated. An orchestra under the direction of J. H. Eggers opened the reception with the "Y. M. C. A. March." James Oliver Wise, a chalk cartoonist, of Chicago, amused the audience with an illustrated talk on "Character and Faces." There was an exhibit of architectural and free-hand drawing in the educational department. Members of the Ozark Club, who had their tent pitched and the campfire burning, received their friends in sportsmanlike fashion, as did the members of the Hubbub Club.

At 5 o'clock the Reverend W. J. Williamson, pastor of the Third Baptist Church, delivered a New Year's greeting to the members in the lecture hall.

In the evening Louis Spencer Daniels entertained. There were an exhibition of Indian club swinging by a class under direction of A. F. Grimm, a tumbling and fencing exhibition by the students of J. P. Reis and J. H. McLellan, a wand swinging display by the members of George Mihlhauer's pupils and other gymnastic performances under the direction of Doctor A. F. Kennedy, physical director of the association.

Among the officers present during the afternoon and evening were: C. F. O'Fallon, chairman of the Cenral Branch Committee of Management, J. W. Lewis, C. D. Gregg, W. H. Danforth, D. R. Williams, T. C. Rutledge, J. A. Gardner, E. C. Brownell, W. O. Andrews, W. C. Birge, F. Vierling and A. C. Souther.

C. E. SOCIETIES ENTERTAIN.

Representatives of sixty Christian Endeavor societies attended the third annual New Year's reception of the Union at the Central Presbyterian Church, Garrison and Lucas avenues. The High School Violin Club, under the direction of Leo Miller, supplied the music, and refreshments were served by Misses Daphne Greve, Mamie Rothschild, Ora Love and Annie Faucett, in charge of Miss Florence Rothschild. Messrs. Archie Sties, Frank Camp, Elliot West, H. H. Hodgdon, president of the Union, the Reverend R. B. Heiser of the First Christian Church, George W. Lubke, Jr., of St. Mark's English Lutheran Church, Miss Clara Schmitt, chairman of the Mercy and Relief Committee, and Miss Mary Dudley, the historian of the Union, assisted in receiving.

SUNDAY SCHOOL UNION RECEIVES.

At the Union M. E. Church, Garrison and Lucas avenues, members of the St. Louis Sunday School Union held their annual New Year's reception. The rooms were decorated with holly and evergreen. P. M. Hanson, president of the Union, F. P. Hays and Eugene Dill, vice presidents, H. H. Hodgdon, R. L. Gurney, A. H. Whittacre, Mrs. W. H. Ashwood, Mrs. A. R. Morgan, Mrs. T. H. Haggerty, the Misses Mary J. Wilson, Elizabeth Wommer, E. Clerc, and Mmes. L. K. Walker, J. C. Ringer, J. H. King, assisted in entertaining the children and their parents.

Representatives from the Grand Avenue M. E., Baden M. E., Sloan Mission, King's Highway Cumberland Presbyterian, Second Baptist, Pilgrim Congregational, First Christian, Lucas Avenue Cumberland Presbyterian, Bowman M. E., First and Second Presbyterian, Third Baptist, Centenary M. E., Mount Cabanne Christian, St. John's M. E. and Central Presbyterian attended.

SOUTH SIDE Y. M. C. A.

The South Side branch of the Young Men's Christian Association held a reception and entertainment at their quarters, No. 1800 South Eighteenth street. During the afternoon Miss Maud Napier read several selections and Walter F. Bogard gave several piano solos. A masquerade gymnasium exhibition was given during the evening under the direction of A. J. Scott, in which many of the athletes of the association participated. The officers of the association are: George W. Lubke, chairman; Stewart Scott, vice chairman, and George W. Asling, secretary.

MUST WAIT FOR IMPROVEMENT

Appropriation for Kansas City's Harbor Not Forthcoming.

REPUBLIC SPECIAL.

Kansas City, Mo., Jan. 1.—Congressman Cowherd, who arrived from Washington to-day, had a meeting with the men who have been pushing a scheme to have the Government spend about $1,000,000 improving the river front.

Senator Stone and several St. Louis capitalists were in the scheme, holding interests in a river-front reclaimed land company.

Mr. Cowherd notified the committee that in order to make a showing in the Treasury there is to be no river-and-harbor bill this year, which means that the Kansas City scheme will fall through, for the present, at least.

STOCKS AND NECKWEAR.

Chiffon, Silk Muslin and Lace Are Much Used.

One may now be extravagant in the matter of stocks and neckwear generally.

Beautiful dress accessories are seen in all the shops.

Clever fingers may copy most of the simpler designs, and it is not a bad plan to buy a becoming one at a good shop, and make others like it, in different colors, of course.

Chiffon or silk muslin pieces, odd bits of lace, or fancy trimming can be made to do wonders.

Just now most of the stocks are shaped so cleverly that they need little boning to keep them in shape. A little featherbone is all that is ever required. Since stiff, tight collars are fatal to the beauty of the neck, we should be properly grateful for the fashion.

RAWLINS, WY.—Excitement is intense over the announcement that a big flow of oil has been struck in the Fort Steel district by two independent prospectors, J. H. Anderson and Nels Johnson.

BOSTON—Plans have been perfected for a consolidation of twenty-three of the large local express companies within a radius of ten miles of Boston. The combination is to be known as the Boston Suburban Express and Parcel Company, with a capitalization of $1,000,000.